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1-12. (CANCELED)

13. (CURRENTLY AMENDED) A method for controlling an actuator of a starting clutch of an automatic transmission of a motor vehicle independently of a vehicle operator to cause a ["]back-and-forth["] rocking motion of the vehicle to free the vehicle from a roadway obstruction, the method comprising the steps of:

sensing

a driving speed of the vehicle below a predetermined limit,
at least one of

a slippage of at least one vehicle wheel exceeding a predetermined slippage threshold, and

a drive moment of a force acting against a vehicle wheel exceeding a predetermined drive moment threshold, and

a positioning of [[the]] an operator controlled gas pedal exceeding a kick-down deflection angle, and

periodically activating the actuator to engage and disengage the starting clutch at an activation frequency (F1) selected to cause the ["]back-and-forth["] rocking motion.

14. (CURRENTLY AMENDED) The method according to claim 13, wherein the activation frequency (F1) is determined by characteristics of the vehicle and of the roadway obstruction so that the vehicle is able to overcome the roadway obstruction.

15. (CURRENTLY AMENDED) The method according to claim 13, wherein:
the activation frequency (F1) is determined by at least one of

- a vehicle speed,
- a weight of the vehicle,
- a radius of vehicle wheels,
- ground contact of the vehicle wheels, and
- forces influenced by [[a]] the roadway obstruction and arising from a rocking process of the vehicle and acting against progress of the vehicle in a current driving direction.

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16. (PREVIOUSLY PRESENTED) The method according to claim 13, further comprising the step of maintaining a constant transmission ratio during periodic operation of the actuator.

17. (CURRENTLY AMENDED) The method according to claim 13, further comprising the step of continuing periodic activation of the actuator to engage and disengage the starting clutch at [[an]] the activation frequency (F1) selected to cause the [[“]]back-and-forth[“]] rocking motion only if (1) a driving speed is very small or is zero, and (2) a slip of at least one of the vehicle driving wheels oversteps the predetermined slippage threshold. ← ← ← ←

18. (CURRENTLY AMENDED) The method according to claim 13, further comprising the step of continuing periodic activation of the actuator to engage and disengage the starting clutch at [[an]] the activation frequency (F1) selected to cause the [[“]]back-and-forth[“]] rocking motion only if (1) the driving speed is below the predetermined limit, and (2) the drive moment of a force acting against the vehicle wheel exceeds the predetermined drive moment threshold. ← ← ← ←

19. (CURRENTLY AMENDED) The method according to claim 13, further comprising the step of:

initiating periodic activation of the actuator to engage and disengage the starting clutch at [[a]] the activation frequency (F1) selected to cause the [[“]]back-and-forth[“]] rocking motion receiving an operator generated previous confirmation for activation of the periodic activation the actuator to engage and disengage the starting clutch to cause the [[“]]back-and-forth[“]] rocking motion. ← ← ← ←

20. (CURRENTLY AMENDED) The method according to claim 13, further comprising the step of selecting the activation frequency (F1), for a periodic operation of the actuator, by adjustment of an actuation element. ← ← ← ←

21. (CURRENTLY AMENDED) The method according to claim 13, wherein: ← ← ← ←

- the activation frequency (F1) is determined by at least one of
 - a vehicle speed,
 - a controlled direction,
 - a controlled distance, and

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a speed of control of an activation element.

22. (CANCELED)

23. (PREVIOUSLY PRESENTED) The method according to claim 13, further comprising the step of discontinuing periodic operation when the positioning of the operator controlled gas pedal is less than the kick-down deflection angle.

24-25. (CANCELED)

26. (CURRENTLY AMENDED) A method for controlling an actuator of a starting clutch of an automatic transmission of a motor vehicle, the method comprising the steps of:

providing a control unit for controlling the actuator in the following manner:
closing engaging the starting clutch when a starting operation request is received at a predetermined transmission ratio;

opening disengaging the starting clutch to end the starting operation;
controlling the actuator during the starting operation ~~in such a way so as~~ to periodically fluctuate a transmitted torque (M_K); and

tuning the periodic fluctuation of the transmitted clutch actuator to [[the]] characteristics of the motor vehicle and an obstacle in [[the]] a drive path of the motor vehicle; and

automatically overcoming the obstacle in the drive path while maintaining the predetermined transmission ratio unchanged during the periodic fluctuation operation of the actuator or the starting clutch.

27. (CURRENTLY AMENDED) The method according to claim 26 further comprising the step of evaluating at least one of [[the]] a vehicle speed, [[the]] a vehicle mass, [[the]] a radius of [[the]] vehicle wheels, [[the]] a grip of [[the]] a vehicle tires and/or the built-up forces, which act on the vehicle in overcoming the obstacle in the drive path for determination of the periodic actuation of the clutch actuator[[],].

28. (CURRENTLY AMENDED) The method according to claim 26 further comprising the step of performing periodic fluctuation when the control unit detects that [[the]] a driving speed is very slow or zero and a predetermined threshold value of slip is exceeded on at least one of [[the]] powered wheels of the vehicle.

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29. (CURRENTLY AMENDED) The method according to claim 26 further comprising the step of performing periodic fluctuation when [[the]] a driving speed is very slow or zero and the control unit detects that [[the]] forces counteracting [[the]] driving torque (M_Z) exceeded a predetermined threshold value. ←←←

30. (PREVIOUSLY PRESENTED) The method according to claim 26 further comprising the step of performing periodic fluctuation when the control unit detects that a control element for actuation of the periodic fluctuation was actuated by a vehicle occupant.

31. (CURRENTLY AMENDED) The method according to claim 26 further comprising the step of selecting the frequency of actuation (F_1) of periodic fluctuation of the actuator or the clutch according to a setting on the control unit. ←

32. (CURRENTLY AMENDED) The method according to claim 26 further comprising the step of determining through analysis of [[the]] a vehicle speed, [[the]] a control direction, [[the]] a control travel, and/or the a control speed of [[the]] a control element. ←←

33. (CURRENTLY AMENDED) The method according to claim 26 further comprising the step of using [[the]] a gas pedal of [[the]] an automotive engine as the control unit. ←

34. (PREVIOUSLY PRESENTED) The method according to claim 26 further comprising the step of triggering periodic fluctuation when a gas pedal for power control of an automotive engine is actuated beyond a predetermined operating angle (kickdown position).